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PHOTOGRAPHIC INTELLIGENCE BRIEF

CIA/RR-HTA

INSTALLATION: Selected Railroad Routes
LOCATION: Vladivostok Area, USSR
B.E. NUMBER: None
WAC NUMBER: 282, 291

BRIEF NO.: SB-11-57
DATE: 5 November 1957
LAT.: 43°15'N to 44°46'N
LONG.: 133°00'E to 135°48'E

PHOTO DATA

REFERENCES:

Map: AMS Series N504, Sheets NK 53-1, 53-2 and NL 53-10, 53-11, 1st Ed. (1950), Scale 1:250,000.

25X1D

REQUIREMENT RR/HTA/G/S7/57: Confirm or deny reports of a rail line between the Trans-Siberian Railroad and the coastal ports of Ol'ga and/or Tetyukhe.

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REMARKS: [] photography indicates that there are no railroad connections between the Trans-Siberian Railroad and the coastal ports of Ol'ga and Tetyukhe located approximately 200 miles northeast of Vladivostok. There are no rail facilities of any type in Ol'ga. Although photography is lacking in the immediate area of Tetyukhe, no railroads were evident in the area west of Tetyukhe which includes all possible rail routes to the area from the Trans-Siberian Railroad.

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SB-11-57

The following railroads which are indicated on the AMS Map Series N504 as either approximate alignments or approximate alignments under construction are in error and do not exist

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1. Sergeyevka to Ol'ga via Yumbelaza, Mysovka, Vasil'Kovo and Permskoya. However, the indicated rail line leading north from Sergeyevka to Semenovka does appear to be in the preliminary stages of construction. Forest clearing and cut and fill operations are evident for a distance of ten kilometers north of Sergeyevka, which is the extent of photo coverage.
2. Semenovka to Ol'ga via Sandagou, Mikhaylovka, Novo-Nikolayevka and Permskaya.
3. Varfolomeyevka to Ol'ga and Tetyukhe via Hamenka, Uborka and Lafule Bay.
4. Zen'kovka to Tetyukhe via Ozernoye and Samarka.

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AIR-DEFENSE SYSTEM

ALBANIA

PIC/JR-3/60

FEBRUARY 1960

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TOP SECRET [REDACTED]
[REDACTED]

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[REDACTED] 25X1

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PREFACE

This joint photographic intelligence report has been prepared by the Army, Navy, and Central Intelligence Agency. It fulfills Army requirements DSRI-1-EL-12-59 and SRI 16-L-59, requesting information on the extent and capabilities of the Albanian air-defense system.

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[REDACTED]

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TOP SECRET [REDACTED]

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III. COMMUNICATIONS AND CONTROL

It seems likely that communications in the Albanian ADS are effected primarily by a wire net with a radiobackup, as in some other Soviet Satellites. The fact that no significant radio installations outside Tirane have been located on aerial photography indicates that communications within the ADS can be handled by small, unsophisticated voice [REDACTED]

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[REDACTED] which are invisible on the photography. There is a possibility that commercial facilities, such as those at Tirane, Shkoder, Durres, Vlone, Sarande, and Korce, could be tied into the ADS in times of emergency.

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At Tirane, according to collateral sources, the ADS headquarters is located in a newly constructed military area containing a signal-battalion headquarters, which is probably staffed by the signal unit, and a small radio

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station. (Note: Several possible areas have been found on the photography, but no definite conclusions as to which is the ADS headquarters could be drawn.) In addition, the newly constructed Radio Tirane, 4.5 miles north-northwest of Tirane, may be capable of supplementing the ADS.

IV. ACTIVE AIR-DEFENSE CAPABILITIES

Capabilities for active air defense are provided by conventional anti-aircraft artillery (AAA) and DP positions, many of which are radar-controlled, and fighter-interceptor aircraft. AAA, mostly radar-controlled, has been located on photography at Durres, Tirane, Berat-Kucove, Vlone, Sazan Island, Karaburun Peninsula, and Sarande. In addition, DP CD-AA positions are located at Shengjin, Durres, Sazan Island, Karaburun Peninsula, Himare, and Sarande. All these positions, the majority of which appear to be radar-controlled, are shown on specific location maps, Figures 2 through 8. Figure 1 is a key to these maps. It is significant that these sites have been constructed and/or improved recently, some of them within the past year. If collateral reports of surface-to-air and surface-to-surface missiles are true, the improved CD positions constitute possible locations for these missiles. This possibility, however, has not been confirmed from the photography.

Latest air OB studies indicate the presence of two active Fagot-Fresco regiments, each consisting of 20 aircraft, stationed at the Berat-Kucove Airfield, and a cadre Frank (Yak-9) regiment, consisting of 10 aircraft, at Tirane Airfield. [REDACTED]

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[REDACTED] Aerial photography shows only four concrete-surfaced airfields in Albania, at Tirane, Preza, Vlone, and Berat-Kucove. Only Preza and Berat-Kucove appear to be capable of handling modern jet aircraft, and only Preza, with its 9,200-foot runway, is capable of handling multiengine jets. Aerial photography cannot confirm either the Frank regiment at Tirane or the Fagot-Fresco regiment at Preza. Thirteen Fagot-Fresco aircraft were located at Berat-Kucove Airfield [REDACTED] and one transport aircraft each at the Preza and Tirane airfields.

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V. CONCLUSIONS

The most significant facet of the Albanian ADS is the apparent lack of emphasis placed on it by the USSR. While the photography cannot confirm the existence or location of the relatively few reported EW radar sites, the seeming absence of an active deterrent capability, other than that provided by conventional AAA, indicates that Albania has no extensive over-all air-defense system. (The table lists the locations of the possible and probable EW radar sites and the radar-controlled AAA positions which have been located from aerial photography.)

Active AA measures, utilizing conventional AA-DP weapons, appear to be adequate in individual locations but of no value in an area defense. The capital, Tirane, with eight visible, occupied, radar-controlled AA positions, and the Vlone-Karaburun area are the only two locations in Albania which appear to have an established area-defense system. The number of fighter-interceptor aircraft observed to date does not approach the reported number and could probably offer only token resistance to hostile aircraft. As stated previously, the probability of a build-up inland, comparable to that along the coastal areas, should not be discounted.

Photographic Radar Order of Battle

<u>Location</u>	<u>Item</u>	<u>Coordinates</u>
Tirane (Fig. 2)	GCA radar (probable)	41°23'20"N/19°45'40"E
	Fire-control radar	41°21'20"N/19°42'40"E
	Fire-control radar	41°18'25"N/19°43'40"E
	Fire-control radar	41°21'30"N/19°46'30"E
	Fire-control radar	41°17'50"N/19°48'35"E
	Fire-control radar	41°19'50"N/19°47'35"E
	Fire-control radar	41°21'20"N/19°50'40"E
	Fire-control radar (possible)	41°20'40"N/19°51'10"E
	Fire-control radar (probable)	41°17'25"N/19°52'06"E

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<u>Location</u>	<u>Item</u>	<u>Coordinates</u>
Durres Area, North (Fig. 3)	Fire-control radar (possible)	41°19'40"N/19°25'30"E
	Fire-control radar	41°19'05"N/19°27'35"E
	Fire-control radar	41°19'05"N/19°26'05"E
	Fire-control radar	41°18'50"N/19°26'25"E
	Fire-control radar	41°24'00"N/19°23'45"E
Durres Area, South (Fig. 4)	Fire-control radar	41°14'00"N/19°31'30"E
Vlone Area (Fig. 5)	EW radar (possible)	40°20'07"N/19°22'28"E
	Fire-control radar	40°25'30"N/19°17'30"E
	Fire-control radar	40°22'50"N/19°21'40"E
	Fire-control radar	40°19'50"N/19°24'10"E
	Fire-control radar	40°19'40"N/19°21'10"E
	Fire-control radar	40°28'05"N/19°29'45"E
	Fire-control radar	40°28'48"N/19°28'48"E
Sazan Island (Fig. 6)	EW radar (possible)	40°30'19"N/19°16'15"E
	EW radar (possible)	40°29'52"N/19°16'33"E
	Fire-control radar	40°29'05"N/19°16'40"E
	Fire-control radar	40°28'55"N/19°17'00"E
	Fire-control radar	40°30'35"N/19°16'10"E
Sarande (Fig. 7)	Fire-control radar (possible)	39°53'36"N/19°59'00"E
Berat-Kucove Area (Fig. 8)	Fire-control radar	40°49'55"N/19°53'05"E
	Fire-control radar	40°48'40"N/19°53'10"E
	Fire-control radar	40°48'20"N/19°55'40"E
Cape Rodonit (Fig. 9)	Fire-control radar	41°35'00"N/19°27'00"E
Skele Semanit (Fig. 9)	Fire-control radar	40°47'00"N/19°21'20"E
Voskopoje (Fig. 9)	EW radar (possible)	40°39'20"N/20°36'45"E

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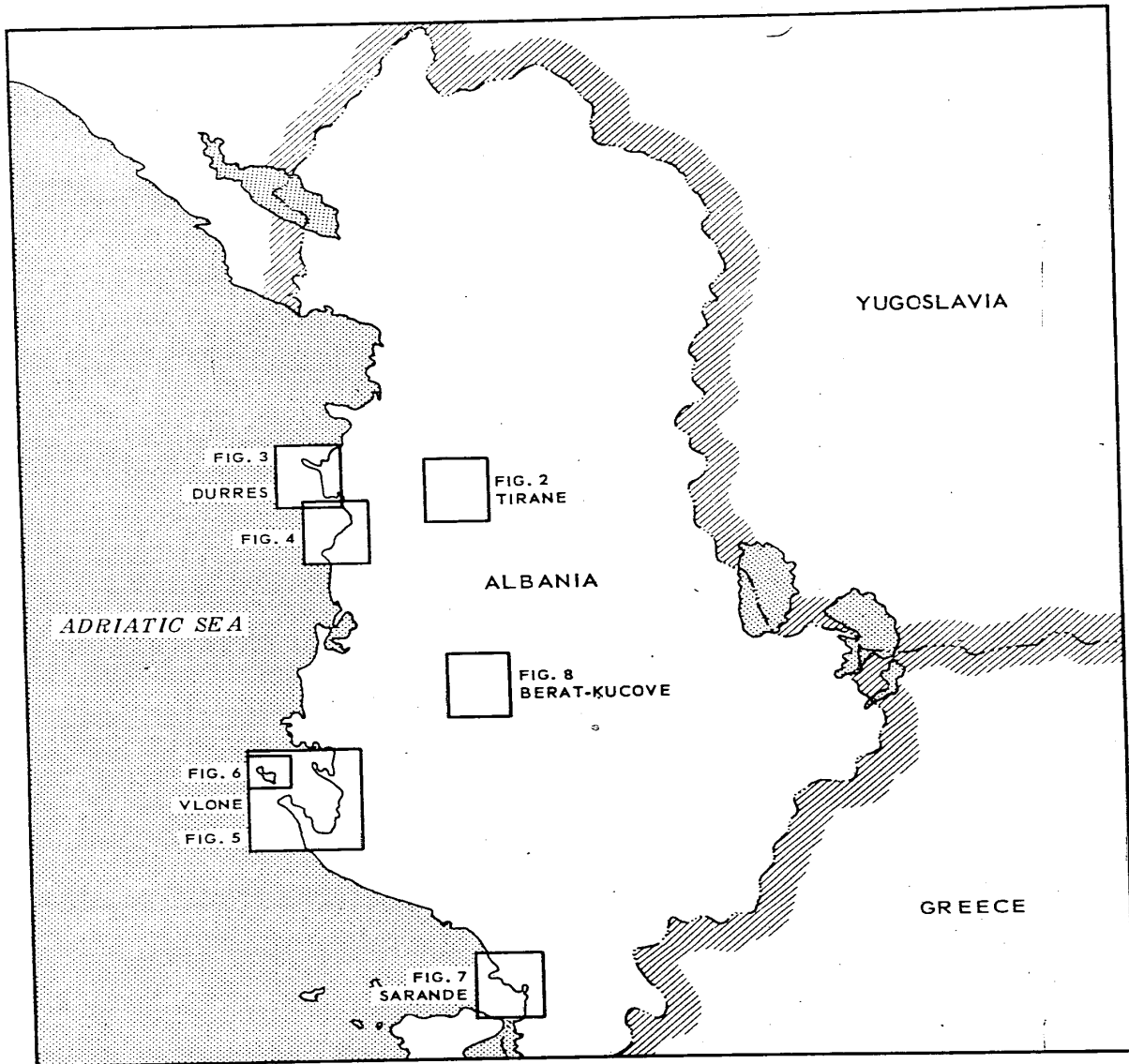


FIGURE 1. KEY TO SPECIFIC LOCATION MAPS

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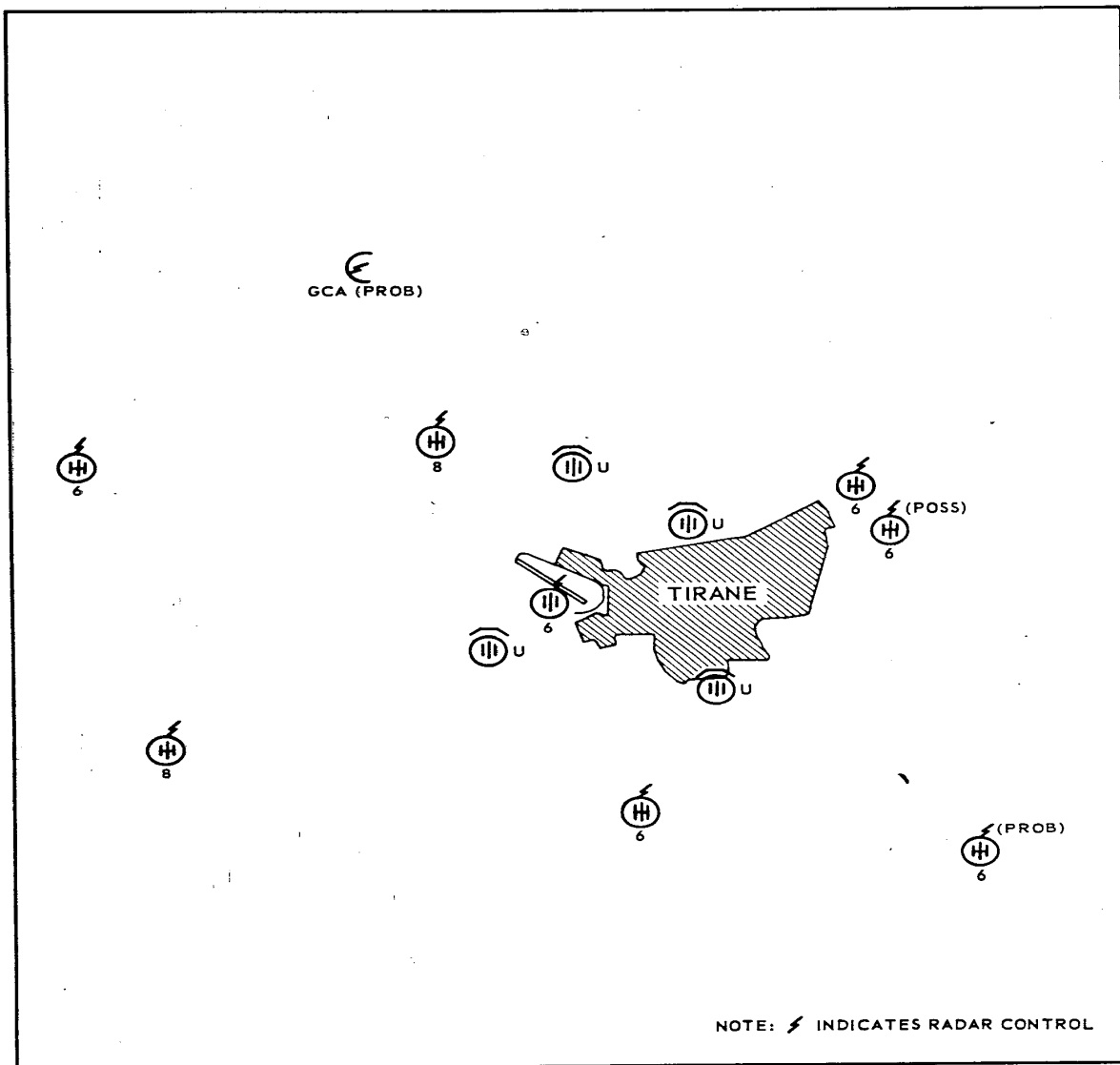


FIGURE 2. TIRANE

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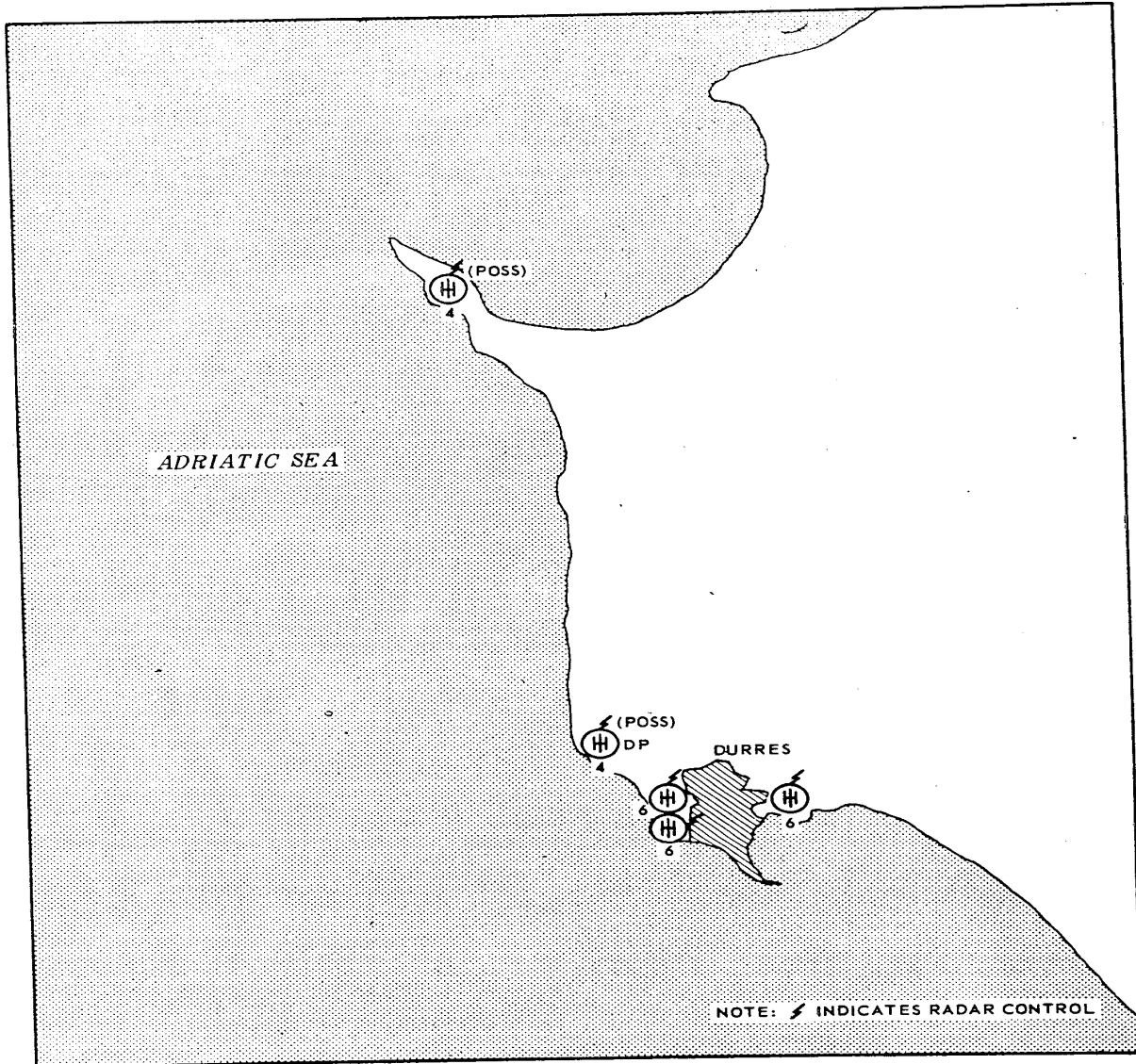


FIGURE 3. DURRES AREA, NORTH

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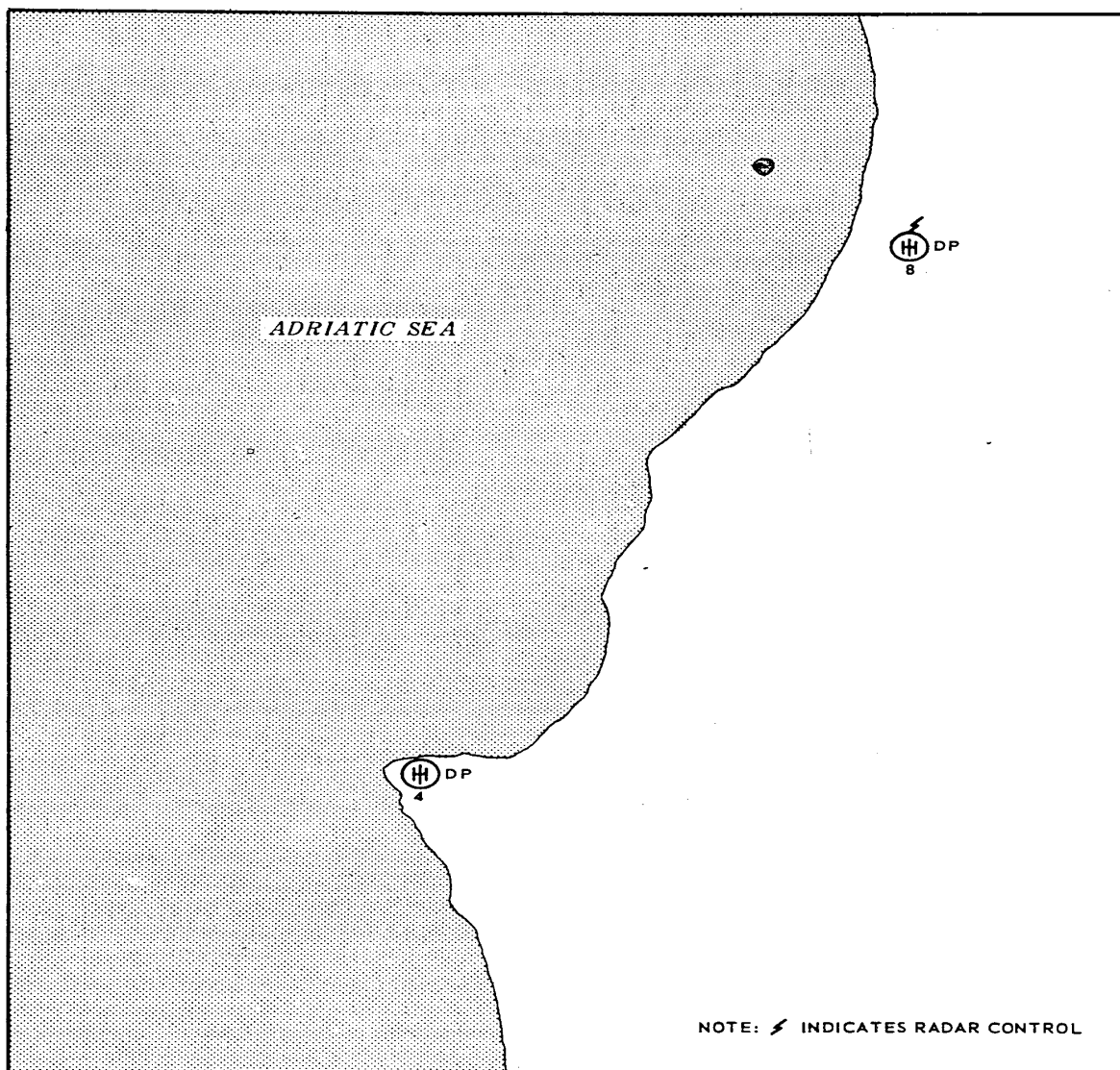


FIGURE 4. DURRES AREA, SOUTH

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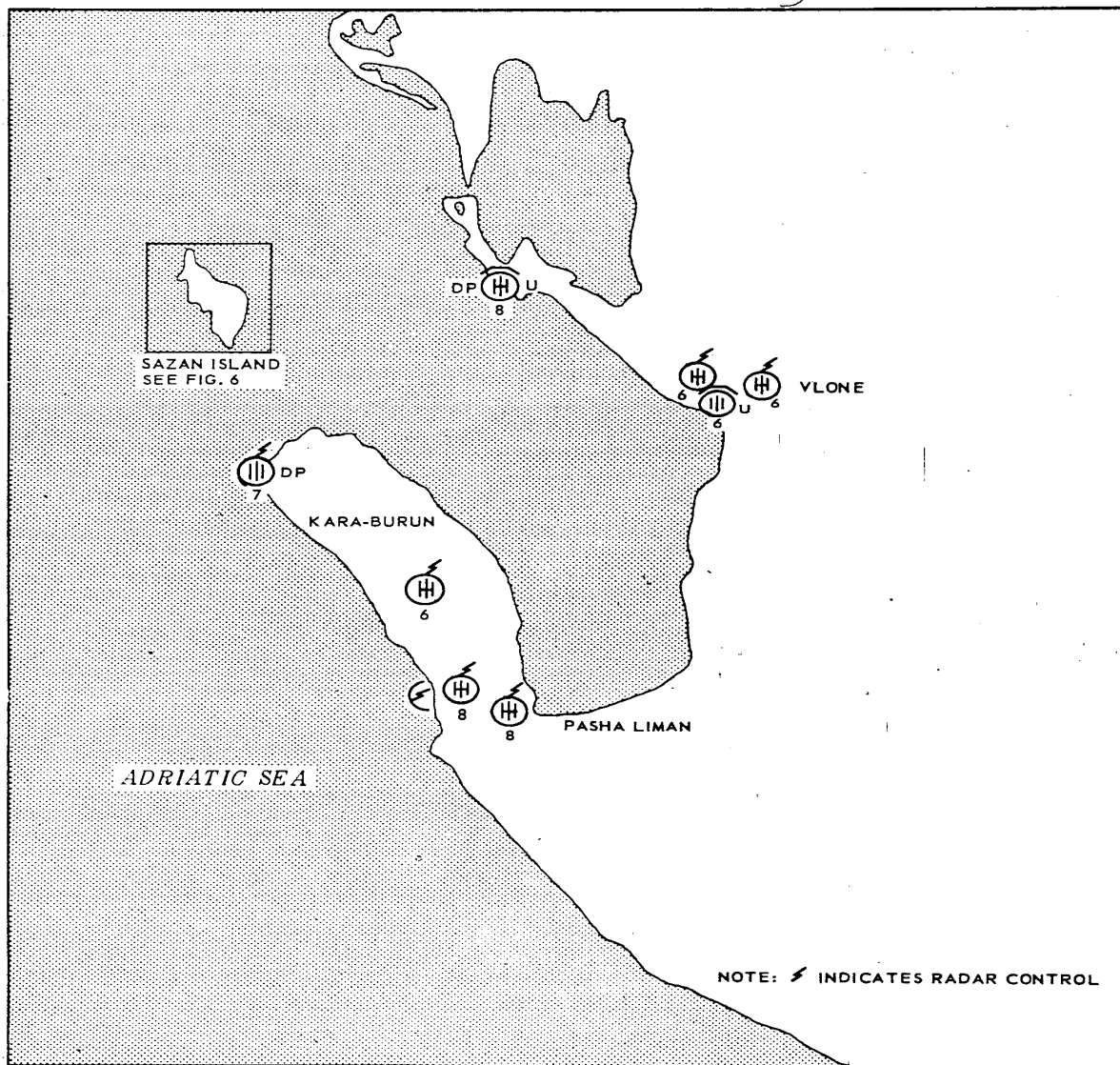


FIGURE 5. VLONE AREA

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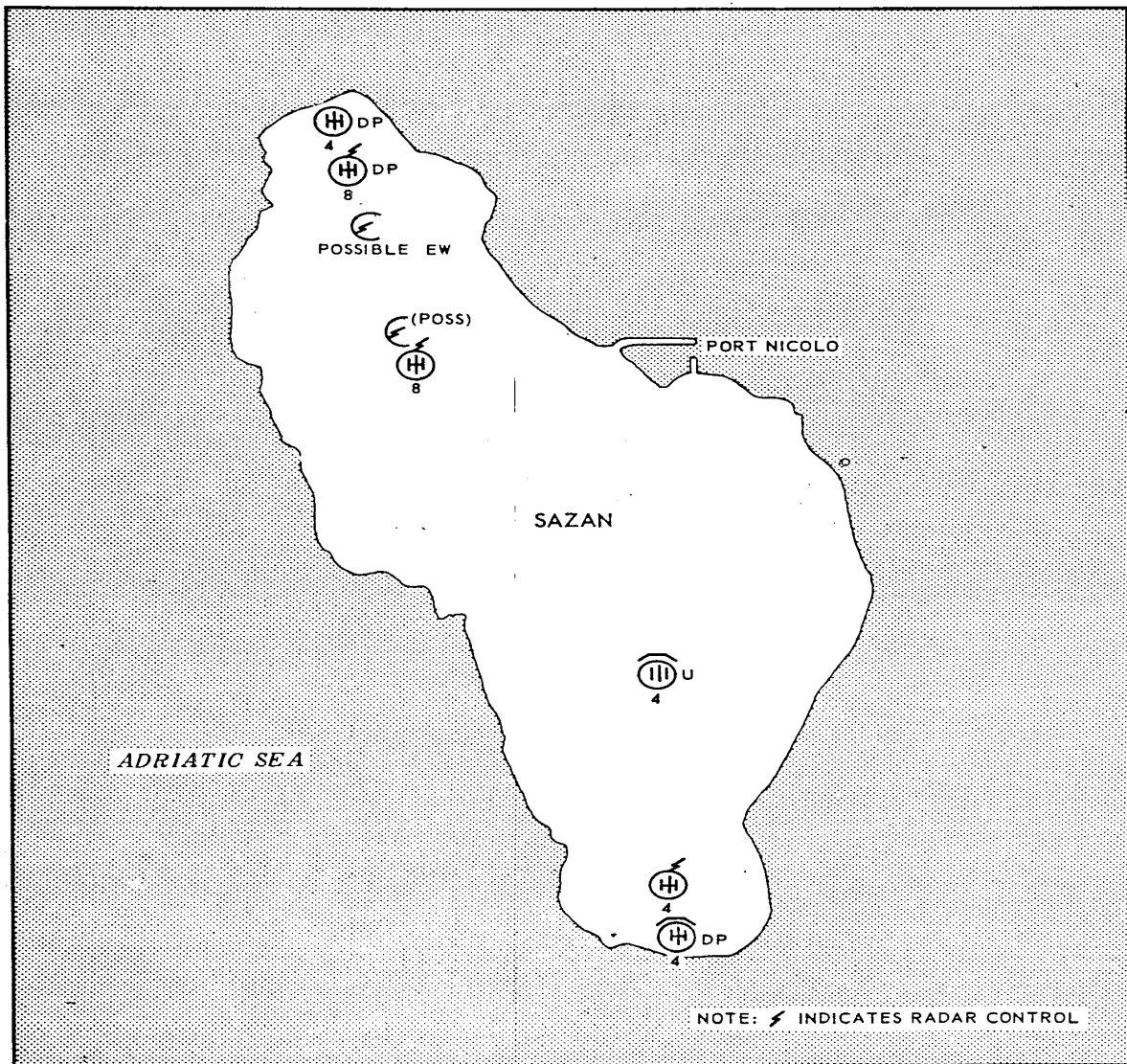


FIGURE 6. SAZAN ISLAND

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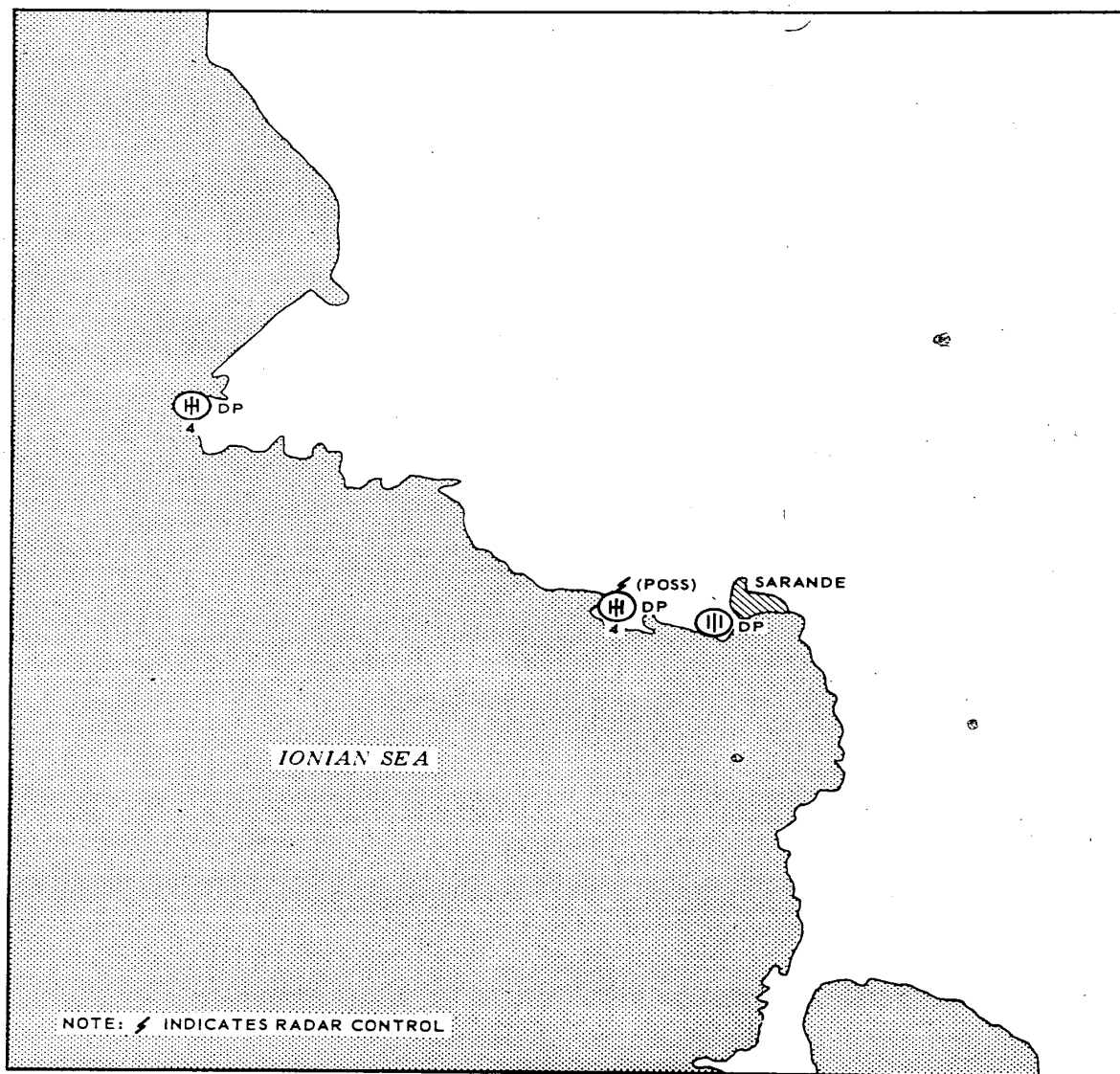


FIGURE 7. SARANDE

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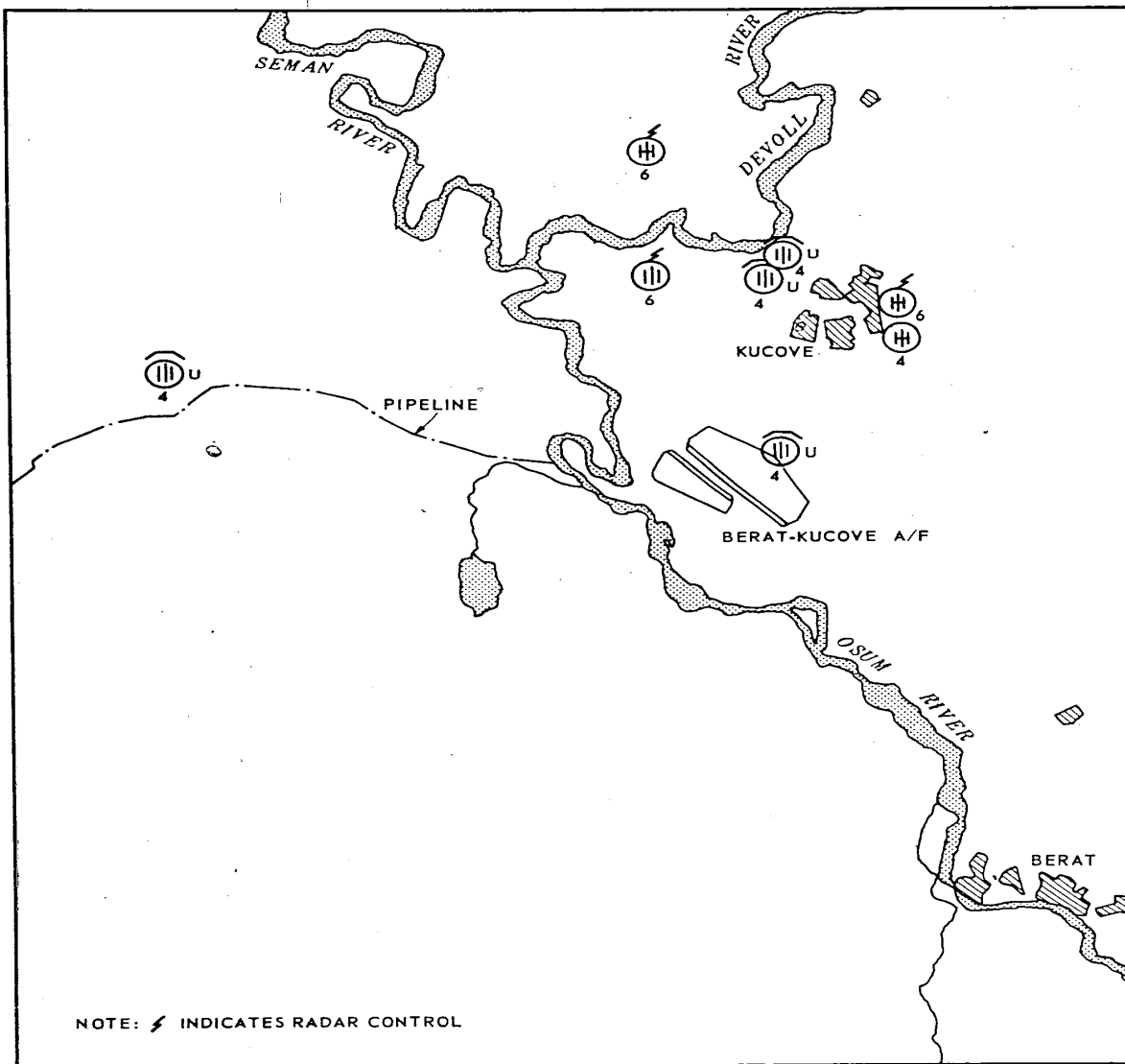


FIGURE 8. BERAT-KUCOVE AREA

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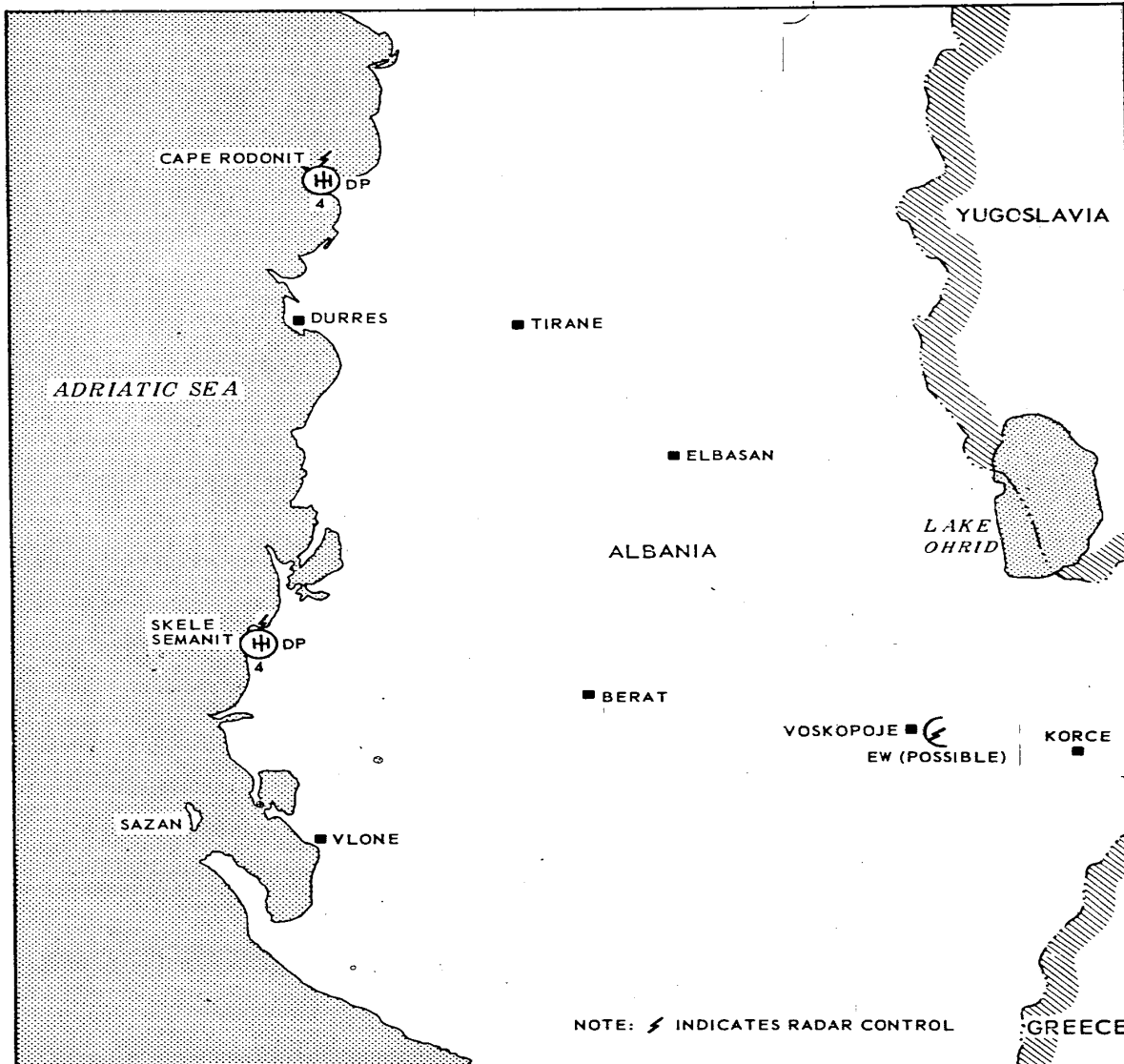


FIGURE 9. RADAR NOT SHOWN ON OTHER MAPS

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